

SECTION II
NAVIGATION PUBLICATIONS

NM 40/00

SAILING DIRECTIONS CORRECTIONS

PUB 125 6 Ed 2000 LAST NM 21/00

Page 21—Line 40/R; insert after:

In 1999, shoal patches were reported to exist W of Bajo Montanita, as seen on the chart.

(BA NM 33/00) 40/00

PUB 154 7 Ed 1998 LAST NM 38/00

Page 49—Line 6/R; insert after:

At the Duke Point Assembly Wharf, berthing is allowed 24 hours. Berthing is only allowed during daylight hours at the MacMillan Bloedal facilities.

(BA NP 286(2), 1999-00 ed.) 40/00

Page 49—Line 11/R; read:

most dolphin of the Canadian Occidental Petroleum Wharf.
(US CH 18402) 40/00

Page 52—Line 17/L; read:

products. Berthing is permitted 24 hours.
(BA NP 286(2), 1999-00 ed.) 40/00

Page 118—Lines 44 to 46/R; read:

trestle, but is no longer used for cargo operations.
(Can SD British Columbia, Vol. 1) 40/00

Page 119—Lines 2 to 4/L; read:

provide 320m of total berthage. Berth No. 1 has an alongside depth of 10.4m, while Berth No. 2 has depths of 7.6 to 11.0m alongside.

(Can SD British Columbia, Vol. 1) 40/00

Page 167—Line 19/R; read:

depths of 10 to 21m about 0.1 mile NNE of the N extremity of

(Can SD British Columbia, Vol. 2;
Can NM 6W/00, Section 4) 40/00

Page 167—Lines 38 to 41/R; read:

entrance. Emergency anchorage can be obtained in a depth of 48m about 0.3 mile N of, or in depths of 16 to 26m about 0.3 mile NE of the **Goolden Islands** (51°54'N., 128°13'W.). Swell is encountered in both locations.

(Can SD British Columbia, Vol. 2;
Can NM 6W/00, Section 4) 40/00

Page 168—Line 21/R; read:

SE extremity of Jones Island in line with the islet, 300m high, lying about 0.2 mile NE of it,

(Can SD British Columbia, Vol. 2;
Can NM 6W/00, Section 4) 40/00

Page 174—Line 9/R; insert after:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

Page 192—Lines 1 to 6/L; read:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

Page 193—Line 24/L; insert after:

E-mail address: pcorp@rupertport.com
Web address: http://www.rupertport.com

(NIMA) 40/00

Page 213—Lines 8 to 13/R; read:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

Page 231—Lines 48/L to 4/R; read:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

Page 249—Lines 15 to 20/R; read:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

Page 263—Lines 28 to 33/R; read:

Regulations.—The waters described in this Sector lie within the Prince Rupert Vessel Traffic Zone. For further information, see General Remarks in Sector 11.

(NIMA) 40/00

PUB 175 6 Ed 1994 LAST NM 30/00

Page 25—Lines 42 to 47/L; read:

Anchorage.—No. 1 Anchorage lies 2.1 miles WNW of West Woody Island (12°11.0'S., 136°40.3'E.) in a depth of 15m, mud and shingle.

No. 2 Anchorage lies 2.3 miles NW of West Woody Island in a depth of 18m. This anchorage is also used by laden tankers awaiting a berth.

(BA NM 33/00) 40/00

PUB 180 2 Ed 1997 LAST NM 32/00

Page 105—Line 13/R; insert after:

Area No. 38.—Dvinsky Zaliv—Lies within the area

PUB 180 (Continued)

enclosed by the shore and lines joining:

65°06.3'N, 37°22.0'E
 65°11.3'N, 37°33.5'E
 65°05.0'N, 37°49.5'E
 65°01.5'N, 37°41.4'E

Area No. 186.—Dvinsky Zaliv—Lies within the area enclosed by the shore and lines joining:

64°38.1'N, 39°41.8'E
 64°40.1'N, 39°34.4'E
 64°32.7'N, 39°34.4'E
 (BA NM 33/00, Section IV)

40/00

Page 107—Line 32/R; insert after:

Area No. 102.—Terskiy Bereg—Lies within the area enclosed by the shore and lines joining:

67°43.7'N, 40°54.8'E
 67°45.5'N, 40°56.8'E
 67°44.6'N, 41°00.6'E
 67°42.8'N, 40°54.8'E

Area No. 103.—Terskiy Bereg—Lies within the area enclosed by lines joining:

67°24.0'N, 41°08.6'E
 67°30.0'N, 41°04.8'E
 67°30.0'N, 41°07.6'E
 67°24.0'N, 41°11.6'E

Area No. 104.—Terskiy Bereg—Lies within the area enclosed by lines joining:

67°08.8'N, 41°26.1'E
 67°05.3'N, 41°28.0'E
 67°04.7'N, 41°26.4'E
 67°08.0'N, 41°24.6'E
 67°08.0'N, 41°23.8'E
 67°08.7'N, 41°23.5'E

Area No. 105.—Terskiy Bereg—Lies within the area enclosed by lines joining:

67°00.6'N, 41°24.2'E
 66°55.0'N, 41°25.9'E
 66°55.0'N, 41°23.7'E
 66°58.0'N, 41°22.7'E
 66°58.4'N, 41°20.5'E

Area No. 106.—Terskiy Bereg—Lies within the area enclosed by the shore and lines joining:

66°11.3'N, 39°33.0'E
 66°09.0'N, 39°44.3'E
 66°08.4'N, 39°41.8'E
 66°10.8'N, 39°31.5'E

Area No. 107.—Terskiy Bereg—Lies within the area enclosed by lines joining:

66°10.7'N, 39°28.4'E
 66°10.7'N, 39°30.5'E
 66°05.5'N, 39°28.8'E
 66°05.5'N, 39°26.6'E

Area No. 108.—Ostrov Solovetskiy—Lies within the area enclosed by lines joining:

65°01.0'N, 35°29.3'E
 65°01.8'N, 35°29.2'E
 65°01.6'N, 35°39.4'E
 65°01.0'N, 35°38.0'E

Area No. 111.—Onezhskiy Zaliv—Lies within the area enclosed by lines joining:

64°35.2'N, 35°53.8'E
 64°35.2'N, 36°09.5'E
 64°44.1'N, 36°09.5'E
 64°44.1'N, 35°43.5'E
 64°41.3'N, 35°43.5'E

(BA NM 33/00, Section IV)

40/00

Page 110—Line 24/R; insert after:

Area No. 53.—Bolshaya Srednyaya Koshka—Lies within the area enclosed by lines joining:

66°59.9'N, 41°48.2'E
 67°02.9'N, 43°29.4'E
 67°14.9'N, 43°33.4'E
 67°12.1'N, 42°00.0'E

(BA NM 33/00, Section IV)

40/00

PUB 194 7 Ed 1996 LAST NM 23/00

Page 168—Line 5/L; read:

channel 73, and must report, as follows:

(BA NP 286)

40/00

Page 168—Line 12/L; read:

4. On leaving the VTS area.

The Stockholm VTS covers the N part of Stockholm Skargard and operates in conjunction with Malaren-Landsort (Sodertalje) VTS, which covers the S part and S entrance. (See Sector 7).

It is reported (2000) that all requests for pilotage must be made through either the Sodertalje VTS station (S entrance) or the Stockholm VTS station.

(BA NP 286)

40/00

PUB 195 6 Ed 1999 LAST NM 39/00

Page 59—Lines 45 to 49/R; read:

Pilotage.—Pilotage is compulsory within an area between 62°08'N and a line bearing 090° from Rodhall (60°36.0'N., 17°59.5'E.) for the following:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length or 15m beam and over.
3. Category 3 vessels of 90m in length or 16m beam and over.

Vessels should send an ETA and request for pilotage 5 hours in advance. All requests for pilotage in the area (including Sundsvall, Hudiksvall, and Soderhamn) must be made through the Gavle VTS station.

Pilots board vessels, as follows:

PUB 195 (Continued)

1. Soderhamn and Ljusnefjarden (61°12.9'N., 17°20.9'E.).
 2. Close S of Grasjalsbadan (60°43.5'N., 17°27.5'E.).
 3. About 1.5 miles S of Hurnsudde, by special arrangement (61°35.7'N., 17°29.0'E.).
 4. Hudiksvall (61°15.9'N., 17°24.0'E.).
- (BA NP 286) 40/00

Page 59—Line 55/R; read:
vessels are engaged in towing.

Signals.—A Vessel Traffic Service (VTS) station has been established at Gavle. (E-mail: vtsgavle@sjofartsverket.se).
(BA NP 286) 40/00

Page 66—Line 2/L; read:
Gubben. Requests for pilotage must be made through the VTS station at Gavle.
(BA NP 286) 40/00